

Maryland Historical Trust

Maryland Inventory of Historic Properties number: CE-1475

Name: Bazor Strap Rd over Storey Run

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended _____	Eligibility Not Recommended <u>X</u>
Criteria: <u> </u> A <u> </u> B <u>X</u> C <u> </u> D Considerations: <u> </u> A <u> </u> B <u> </u> C <u> </u> D <u> </u> E <u> </u> F <u> </u> G <u> </u> None	
Comments: _____	
Reviewer, OPS: <u>Anne E. Bruder</u>	Date: <u>3 April 2001</u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u>3 April 2001</u>

img

MHT Number CE-1475

☐ Concrete

☐ Concrete Arch ☐ Concrete Slab ☐ Concrete Beam

☐ Rigid Frame

☐ Other Type Name _____

Description:

Describe Setting:

Bridge CE 72 carries Razor Strap Road east-west over Stoney Run in Cecil County, Maryland. Both approaches are paved asphalt and are straight and level. On both sides of the bridge, a low stone wall capped with concrete which is connected to the abutments, borders the approaches to the bridge. Areas along the stream margins are wooded, while areas beyond the bridge are rural and may farmland. An overhead utility line runs parallel to the north side of the bridge.

Describe Superstructure and Substructure:

Bridge CE 72 is a two span simply supported steel stringer bridge with a timber plank deck, built in 1930. The bridge is 52' long and 17' wide from curb-to-curb. Abutment A and its wingwalls are full height masonry, while abutment B is full height concrete with masonry wingwalls. The single pier is masonry. A splice of one of the exterior beams is visible directly above the pier.

The timber curbs and railings are moderately deteriorated and are structurally inadequate. The timber plank deck, and the superstructure are in poor condition. There is severe rusting of the stringer ends with up to 60% section loss of the bottom flanges at the seats.

Discuss Major Alterations:

Though there is no documentary evidence of major modification, it is probable that abutment B replaced an earlier stone abutment.

History:

When Built: 1930

Why Built: Local Transportation Needs

Who Built:

Why Altered: Structural and safety needs

Was this bridge built as part of an organized bridge building campaign: Yes

Surveyor Analysis:

This bridge may have NR significance for association with:

☐ A Events ☐ Person

☐ C Engineering/Architectural

Was this bridge constructed in response to significant events in Maryland or local history:

This bridge does not appear to have been built in response to significant events in history. There was a crossing over the creek at this location by 1877 and there were no structures located in the immediate vicinity. This road appears to have been a part of the local transportation system, and carried traffic into North East.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?

The construction and alteration of the current bridge did not have a significant impact upon the growth and development of the area.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from historic and visual character of the possible district?

This bridge does not appear to be located in an area which may be eligible for historic designation.

Is the bridge a significant example of its type?

This bridge is not a significant example of its type.

Does the bridge retain integrity of the important elements described in the Context Addendum?

This bridge is severely deteriorated and does not retain integrity of several important elements described in the Context Addendum. It appears that one abutment was replaced at an unknown date. The replacement of the abutment, in conjunction with 60% section loss to the bottom flange of the steel stringers represents a the loss of two primary character defining elements. Deterioration has also occurred in several of the secondary and tertiary elements.

Should this bridge be given further study before significance analysis is made and Why?

No further study of this bridge is warranted. Deterioration and replacement of several primary character defining elements represents a loss of integrity. This bridge is not eligible for inclusion on the National Register of Historic Places.

Bibliography:

Cecil County Department of Public Works
v.d. County bridge inspection files.
Greiner, Inc.
1995 Maryland Inventory of Historic Bridges.
Lake, Griffing, & Stevenson

1877 Illustrated Atlas of Cecil County, Maryland.
Spero, P.A.C. & Company, and Louis Berger & Associates
1994 "Historic Bridges in Maryland: Historic Bridge Context."
United States Geological Survey
1950 7.5' North East Quadrangle, Photorevised in 1970.
United States Geological Survey
1900 15' Elkton Quadrangle.

Surveyor:

Name: Jason D. Moser **Date:** September 1995
Organization: State Highway Admin. **Telephone:** (410) 321-2213
Address: 2323 West Joppa Road Brooklandville, MD 21022

Maryland Historic Highway Bridges
Bridge Type Metal Girder
Map B-15
County Cecil
Bridge # and name CE 72/Razor Strap
Rd. over Stoney Run



CHARLESTOWN
POP. 578

CHARLESTOWN

272

494

NORTH EAST
POP. 1,913

272

272

272

CE1470



CE-1475

CECIL COUNTY MD

MATT HURLEY

FEB 14 1995

MARYLAND SPO SHH

BRIDGE NO CE 072

LOOKING EAST

1 OF 5



RESTRICTED WEIGHTS

SINGLE UNIT
16000 LBS GVW

COMBINATION UNIT
6000 LBS GCW

CE-1475

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~~MARYLAND SHPO S-1-A~~

BRIDGE NO CE OTZ

LOOKING WEST

2 OF 5



CE-1475
CECIL COUNTY, MD

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~~MARYLAND~~ SHPO SNA

BRIDGE NO CE 012

UPSTREAM SIDE OF BRIDGE

3 OF 5



CE-1475

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MARYLAND SHPO SHA

BRIDGE NO CF 072

LOOKING UPSTREAM

4 OF 5



CE-1475
CECIL COUNTY, MD

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~~MARYLAND SHRO SHRO~~

BRIDGE NO CE 072

BEAM "SPICE" @ PIER

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